

VALLIS WAY SUBDIVISION

Applicant's memo on Waiver of Length of Dead-end Street PB Regulation

Section 375-7.1.D.1

This memorandum is submitted to the Planning Board (hereinafter: "Board") relative to the proposed definitive subdivision plan for Vallis Way Lynnfield Massachusetts in support of the Board waving Section 375 - 7.1.D.1 of the Subdivision Regulations concerning the length of dead-end streets.

Said Section states: "Dead-end streets, if approved by the Planning Board, permanently designed as such, shall not be longer than 500 feet unless, in the opinion of the Board, a greater length is necessitated by topography or other local conditions."

The Applicant for approval of the Vallis Way subdivision has requested a waiver of said Section to permit a street length of approximately 925 feet as is more accurately depicted on the submitted Subdivision Plan.

In support thereof, the Board has, on at least 16 prior occasions, granted waivers of the street length restriction, including, most recently, the Tuttle Lane subdivision in 2019. Of the 16 street length waivers, the proposed roadways of 13 of them had no other possible connections to existing roadways on adjoining property, as in this subdivision. In over 50 years of practice before the Board, the author has never seen a Board denial of a request for waiver of the dead-end street length.

In the instant case the subject property is surrounded by the Smith Farm subdivision to the left, Sagamore Golf Course to the rear and the Mohawk Lane subdivision to the right. The Sagamore Golf Course land is currently unimproved. The approved roadways within both Smith Farm Trail and Mohawk Lane each exceed 500 feet in length based on waivers granted by the Board, and neither roadway was required to be extended to the Vallis property to provide a roadway connection for the future development of the Vallis land, as required by the Board's Regulations (375-7.1.A.4) Such an extended roadway from either of the adjoining developments would have allowed the Vallis roadway to be extended to and connected with it, thus avoiding the necessity of a dead-end street to allow the reasonable and full development of the Vallis land, as allowed by law.

In addition, and as demonstrated to the Board, due to the shape and geometry of the existing Vallis land, if the Board only allows a 500 foot dead-end street, the length will be insufficient to allow for even one lot on the land to be subdivided, effectively denying subdivision approval. Even if the proposed roadway were moved toward the Vallis residence, it would only allow for the redevelopment of one or two lots but deny frontage to the other 5-6 lots supported by the land area, thus prohibiting the Applicant from making reasonable use of the land.

We suggest there exist local conditions which support the Board waving Section 7.1.D.1 - 500 foot length of dead-end street of its Regulations, namely: Each adjoining subdivision has a dead end street exceeding 500 feet in length; neither adjoining subdivision roadway was required to provide future access to the Vallis property as required by the Board's Regulations; the shape of the Vallis land necessitates a longer roadway in order to fully access and develop the Vallis land, and allowing only a 500 foot long dead-end roadway is inadequate to create even one building lot on the land to be developed. Feb. 7, 2022.

Town of Lynnfield, MA
Monday, February 7, 2022

Chapter 375. Subdivision Regulations

Article 7. Design Standards

§ 375-7.1. Streets.

A. Location and alignment.

- (1) All streets in the subdivision shall be designed so that, in the opinion of the Board, they will provide safe vehicular travel. Due consideration shall also be given to the attractiveness of the street layout in order to obtain the maximum livability and amenity of the subdivision.
- (2) The proposed streets shall conform to any Master or Study Plan adopted in whole or in part by the Board.
- (3) Streets shall be continuous and in alignment with existing streets, as far as practicable, and shall comprise a convenient system with connections adequate to insure free circulation of vehicular travel.
- (4) If adjoining property is not subdivided but is, in the opinion of the Board, suitable for ultimate development, provision shall be made for proper projection of streets into such property by continuing appropriate streets within the subdivision to the exterior boundary thereof. Said projections shall be built to meet all the requirements as specified in Article 8, Required Improvements.
- (5) Temporary dead-end streets, laid out to permit future projection, shall conform to the provisions of alignment, width, and grade that would be applicable to such streets if extended.
- (6) Reserve strips prohibiting access to streets or adjoining property shall not be permitted, except where, in the opinion of the Board, such strips shall be in the public interest.
- (7) Street jogs with center-line offsets of less than 125 feet should be avoided.
- (8) The minimum center-line radii of curved streets shall be 100 feet. Greater radii may be required for principal streets.
- (9) Streets shall be laid out so as to intersect as nearly as possible at right angles. No street shall intersect any other street at less than 60°.
- (10) Street lines at all intersections shall be rounded with a curve at each corner having a radius of not less than 25 feet. However, when the intersection of two streets varies more than 10° from a right angle, the radius of the curve at the obtuse angle may be less and at the acute angle shall be greater than 25 feet to the extent approved or required by the Board.

B. Width.

- (1) The minimum width of street rights-of-way shall be 50 feet for principal streets and 40 feet for all other streets.
- (2) Alleys with a minimum width of 20 feet may be required by the Board at the rear of any lots designated or zoned for nonresidential use.

C. Grade.

- (1) Grades of all streets shall be the reasonable minimum, but shall not be less than 1.0%. Grades shall not be more than 6.0% for principal streets or more than 9.0% for other streets.
- (2) Where the grade of any street at the approach to an intersection exceeds 6.0%, a leveling area shall be provided having not greater than a grade of 1.0% for a distance of 25 feet measured from the nearest exterior line of the intersecting street.

D. Dead-end streets.



- (1) Dead-end streets, if approved by the Planning Board, permanently designed as such, shall not be longer than 500 feet unless, in the opinion of the Board, a greater length is necessitated by topography or other local conditions.
- (2) Dead-end streets, if approved by the Planning Board, permanently designed as such, shall be provided at the closed end with a turnaround having an outside property line diameter of at least 120 feet. Construction of an island within the turnaround is prohibited.

E. Adequate access from public way.

- (1) A way providing access to streets within a subdivision shall be considered to provide adequate access if such access way complies with the subdivision regulations for pavement, width, and maximum grade applicable within a subdivision (hereinafter "access way").
- (2) The Board may require, as a condition of its approval of a subdivision plan, that the developer construct or reconstruct an access way to comply with the subdivision regulations for pavement, width, and maximum grade applicable within a subdivision or compensate the Town for the cost of such improvement.
- (3) Waivers. The Board may waive compliance with these access regulations upon a determination that the way in fact will be otherwise sufficient to serve the needs for access to potential uses of land abutting on or served by the way in question.